

25X1D

Approved For Release 2002/06/13 : CIA-RDP69B00041R001000040006-8

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DATE

TOP SECRET

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7	15
8	16

TO : CHIEF
FROM : D/CHIEF
ACTION: *See*
INFO: *✓*
IN 70689 *Bx 6732*

OPS 1-10 BF

TO

INFO

25X1A

CITE

TOP SECRET 281009Z CITE

PRIORITY

25X1A

25X1A

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25X1A

GENERAL BACALIS FROM

1. [] APPEARED TO HAVE HAD AN EXCELLENT MISSION TODAY AFTER THE LONG LAY-OFF. GENERATION, LAUNCH AND RECOVERY ALL WENT WELL.

2. WEATHER OVER N. VIETNAM, AS WELL AS THE ENTIRE ROUTE, WAS EXCELLENT, AND PILOT SAID THAT WEATHER WAS ALMOST ENTIRELY CLEAR FROM THE COAST TO WELL INTO THE MOUNTAINS TO THE WEST. ON THE PASS IN THERE WERE SOME COLUMNS OF SMOKE RISING VERTICALLY IN THE HANOI AREA BUT ALL WAS QUIET AND CLEAR COMING OUT.

3. ARTICLE FLEW VERY WELL WITH ONLY MINOR WRITEUPS, 2400 FEET OF FILM WAS RUN. TOOK 67.1 M OF FUEL ON FIRST AR AND 67 M AT [] LANDED WITH 10 M ON BOARD. TEMPERATURES AT ALTITUDE WERE COOLER TODAY AND THERE WAS NO TURBULENCE. AUTOPILOT AND MACH HOLD WERE USED THROUGHOUT THE MISSION. CAMERA WAS OPERATED AS PROGRAMMED AND INS LOOKED VERY GOOD. THE ONLY AIRCRAFT ITEM OF

25X1A

TOP SECRET

GROUP 1
EXCLUDED FROM AUTO-
MATIC DOWNGRADING
AND DECLASSIFICATION

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TO :

FROM :

ACTION:

INFO :

IMMEDIATE

IN 70678

OPS 1-013F

TO

INFO

25X1A

CITE

25X1A

TOP SECRET 280946Z CITE

IMMEDIATE

25X1A

A. BX6732

B. TANKER MISSION SUPPORT LANDING REPORT

C.

D.

100Z

100Z

E. CODE I

CODE 1

25X1A

F. OFFLOADED 60M OFFLOAD BY PRIMARY

TOP SECRET TOR: 280959Z OCT 67

TOP SECRET

GROUP 1
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DOWNGRADING
AND DECLASSIFICATION

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DATE

TOP SECRET

TO :
FROM :
ACTION:
INFO :

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Posted
(RT)*

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8	16

IN70667

OPS 1-10 BJ

TO

INFO

CHE

25X1A

TOP SECRET 280821Z

25X1A

PRIORITY ☐ INFO PRIORITY ☐

OXCAR OPS/MAT/R&D

25X1A

A. OPERATIONAL SORTIE REPORT

B. (1) ARTICLE 131, FLT 142

(2) SORTIE BX6732, 28 OCT 67

25X1A

(3) PILOT: ☐

(4) PURPOSE: DIRECTED, ROUTE: DIRECTED

(5) MISSION: SUCCESSFUL

(6) TAKE OFF 0230Z, LANDED 0630Z, DURATION: 4:00

(7) T/O DIRECTION 050

(8) T/O G.W. 107,200 LBS, C.G. 21.4 PERCENT.

(9) T/O DIST 5200 FT

(10) T/O SPEED 210 KTS.

(11) RWY TEMP 73 DEGREES.

(12) WIND 350/13 G 19

(13) PRESSURE ALT PLUS 56 FT.

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(14)

(15)

(16) AB TIME: LEFT 3:10 RIGHT 2:50

(22) TOTAL A/C TIME: 263:45

(23) O-BAY/SPECIAL EQUIP: PKG I, SYSTEM VI AND EWS.

(24) CIT 375-400 DEGREES AT [REDACTED], (375 DEG BELOW 25X1A
80M, 400 DEG ABOVE 80M)

C. SUMMARY: TAKEOFF NORMAL. FIRST AIR REFUELING COMPLETED WITH
67,400 LBS FUEL ON BOARD. CLIMB, [REDACTED] CRUISE LEG AND DESCENT
NORMAL. SECOND AIR REFUELING COMPLETED WITH 67,000 LBS FUEL ON
BOARD. SECOND CLIMB AND [REDACTED] CRUISE NORMAL. ROUTE FLOWN AS BRIEFED.
PACKAGE I OPERATION SUCCESSFUL. DESCENT AND LANDING NORMAL.

D. DISCREPANCIES:

1. LEFT HYDRO QUANTITY INDICATED ZERO WHEN LANDING GEAR
WAS EXTENDED. THE RIGHT HYDRO LOW LIGHT CAME ON AT THIS TIME.

2. CEL-CALL UNMUTED FREQUENTLY ON 17000 FREQ. OK ON 23,000
FREQ.

3. FUEL GAGE FLUTUATED 3000 TO 4000 LBS FREQUENTLY DURING FLIGHT.
BETTER AFTER NO 6 TANK GOES EMPTY.

T O P S E C R E T TOR: 280904Z OCT 67